

Appendix A – Project Photo Pages

Photo Page 1

View of Concrete Piers (east approach on the left sides of both pictures)



Photo Page 2
View of Concrete Footings



West Approach



East Approach

Photo Page 3
View of Wooden Deck Conditions



West Approach and Main Span



East Approach

Photo Page 4
East Access Turnaround Area



**Turnaround Area South of Stanislaus
Powerhouse
(Looking at Forest Road 3NO3)**



**Turnaround Area South of Stanislaus
Powerhouse
(Looking at Powerhouse)**

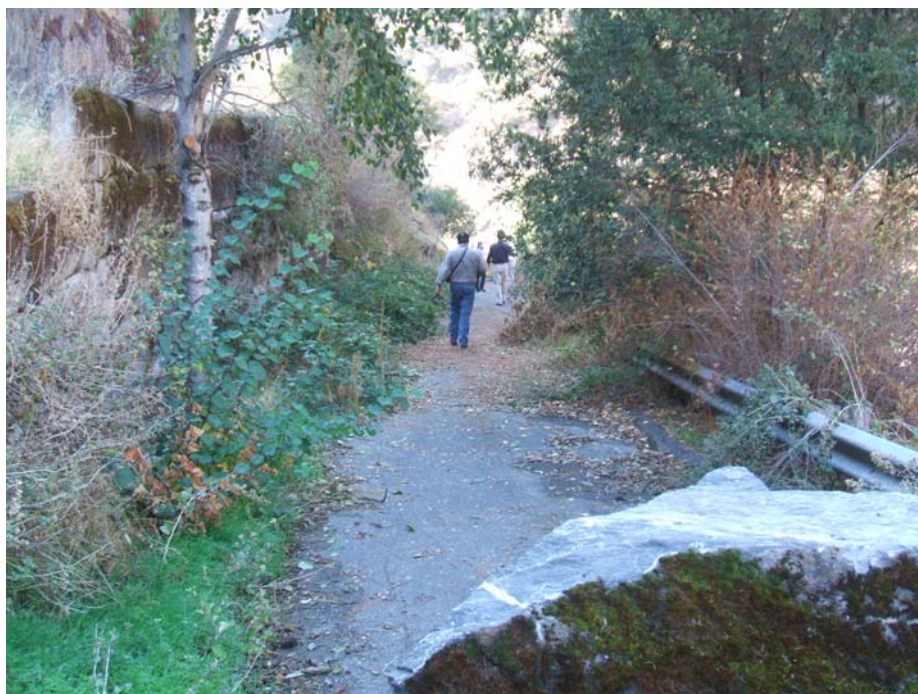


Turnaround Area South of Stanislaus Powerhouse (Panoramic View)

Photo Page 5
Proposed East Staging Area



Proposed East Staging Area near East Approach



Overgrown Vegetation within Proposed East Staging Area

Photo Page 6
Proposed West Staging Area



Photo Page 7
West Access Road



Appendix B – List of Environmental Commitments

Appendix B

List of Environmental Commitments

The following is a list of environmental commitments that will be implemented as part of the Proposed Action to minimize potential impacts to environmental resources. A summary of environmental commitments is provided for each resource, as appropriate.

Air Quality

- Controlled demolition mitigation measures include minimizing flying debris by torch cutting and saw cutting, collecting any lead-contaminated debris by use of a HEPA vacuum, and minimizing concrete dust by hydraulic splitting or expansive compound technique.

Surface Water

- Prior to the demolition, debris containment netting and blankets/sheeting will be installed under the bridge to capture wooden debris generated during the removal.
- A floating debris containment boom will be installed at a downstream location near the work area to capture any wooden debris that escapes the debris containment device.
- Debris containment netting and fire-proof blankets will be installed to collect cutting debris.
- A debris fence will be installed along the demolition area prior to the breaking process to contain the debris. Debris generated during the demolition process will be swept up and cleaned daily.
- Best management practices (BMPs), such as placement of sand bags and silt fences along the perimeter of staging areas, will be implemented at the site in accordance with a Storm Water Pollution Prevention Plan (SWPPP) that will be developed prior to the initiation of demolition activities. At the end of the demolition phase, all demolition debris and BMP devices will be removed from the site.
- Regrading of the site is not anticipated to be necessary; however, the site grade will be restored if needed to promote drainage and minimize potential erosion.

Biological Resources

- Regrading of the site is not anticipated to be necessary; however, the site grade will be restored and revegetated if needed to promote drainage and minimize potential erosion.

Wildfire

- Fire suppression equipment, a no smoking policy, shutdown devices, and other safety measures also will be implemented during construction to minimize the risk of fire.

Cultural and Historic Resources

- Hand-laid rock wall structures will be avoided by only allowing smaller equipment to access the site via the access points supported by the rock walls, using cranes to directly place heavier equipment on staging areas adjacent to the bridge, and establishing buffer zones and appropriate flagging so that contractors avoid inadvertently impacting the rock walls during construction.

Health and Safety

- A gated fence will be installed at the intersection of the east access road and Former Forest Route (FR) 3N03 to control vehicular access to the site.
- The existing fences on the bridge will be maintained to restrict vehicular and pedestrian access to the bridge.
- Access by recreationists who may boat or walk into the vicinity while work is being performed will be controlled by posting signs upstream and downstream of the bridge depending on lake elevation and the level of public use of the area at the time of the demolition.
- Additional warning signs will be posted, if necessary, to restrict public access to the debris collection area (and to notify the public of the presence of a debris containment boom).
- Torch-cutting slag, paint chips, and any lead-contaminated debris will be collected with a high-efficiency particulate air (HEPA) vacuum device and handled as hazardous waste for disposal. Lead-paint chips, if any, will be collected with a HEPA vacuum, containerized in a plastic bucket, and profiled and disposed of as hazardous waste.
- Workers will be protected with air purifying respirators or supplied air respirators in accordance with the site health and safety plan when performing torch cutting and waste collection activities.
- It is assumed that no asbestos is contained in the bridge components. If asbestos is discovered during the demolition process, the appropriate measures will be taken to remove it.
- Safety “tailgate” meetings will be held at the start of each workday to discuss potential hazards that might be encountered for that day and lessons learned from previous days.
- A project-specific health and safety manual will be developed, and all workers will be required to read and acknowledge their understanding of this plan.
- During periods when heavy equipment is moving large structures, audible alarms will be sounded to ensure that all workers vacate these areas and move to designated safe areas.
- Each worker will be empowered to “stop work” at any time should they feel that unsafe conditions exist. If work is stopped, a meeting will be held with the project manager and workers to identify a way to address this hazard and proceed safely with the task.

Soils and Geology

- Regrading of the site is not anticipated to be necessary; however, the site grade will be restored if needed to promote drainage and minimize potential erosion.
- In order to minimize project impacts to the soils, earth movement and grading activities will be kept to a minimum as much as possible.

Traffic and Noise

- During the demolition period, warning signs such as “Demolition Activities XXX Feet Ahead” will be posted near the site access road and any staging areas to warn passing traffic of demolition activities and associated traffic.
- All equipment will be staged off of the main road to keep it clear for emergency vehicle and powerplant vehicle access.
- The demolition of concrete piers and footings will be performed using hydraulic splitting techniques or a non-hazardous expansive compound. These two methods greatly minimize noise and debris that are usually associated with other conventional breaking methods.
- Signs will be posted at the intersection of Parrotts Ferry Road and Camp Nine Road indicating truck traffic activities on the days when disposal traffic is expected.
- The local residents and power plant operators that may be impacted by disposal traffic will be notified at the beginning of the project and also at least 48 hours prior to the planned disposal activities to avoid any conflict.
- The condition of Former FR 3N03 will be maintained from any further deterioration on an as-needed basis throughout the demolition phase.

Appendix C - Correspondence and Background Information

Information for this appendix will be added in the Final EA.

Appendix D – Draft Environmental Assessment Distribution List

Information for this appendix will be added in the Final EA.

Appendix E – Determination of No Effect



United States Department of the Interior

BUREAU OF RECLAMATION

Central California Area Office
7794 Folsom Dam Road
Folsom, California 95630-1799

MAR 21 2008

IN REPLY REFER TO:

CC-461
ENV- 6.00

MEMORANDUM

To: Central Files

From: Richard M. Johnson
Acting Area Manager

Subject: No Effect Determination – Removal of the Camp Nine Bridge

The Bureau of Reclamation has a proposed action to remove an obsolete bridge crossing, also known as Old Camp Nine Bridge, where New Melones Reservoir transitions into the north fork of the Upper Stanislaus River. This project is located in both Calaveras and Tuolumne Counties. Reclamation has analyzed the potential for its proposed action to affect listed species. Reclamation has determined that there will be no effect on listed, proposed, or candidate threatened or endangered species or on designated critical habitat. Pursuant to past agreements we are providing the information on this determination to the U.S. Fish and Wildlife Service prior to taking our final action. This determination is based on the following information:

1. No known occurrences of listed, proposed, or candidate threatened or endangered species exist in or near the project footprint including Valley elderberry longhorn beetle (VELB) (*Desmocerus californicus dimorphus*) or red legged frog (*Rana aurora*);
2. Habitat immediately adjacent to Camp Nine Road has been degraded after years of traffic across the road and bridge and would not be suitable for red legged frog especially considering there is ample permanent water throughout the year in New Melones Reservoir, little emergent vegetation to provide cover, and healthy populations of both carnivorous warm water fishes and bull frogs; The river bank substrate at the bridge consists of exposed bedrock and large river boulders. There is no suitable habitat for the frog at the bridge crossing.
3. The project footprint and areas adjacent to the project footprint have been surveyed for elderberry (*Sambucus* sp.) and no elderberry was observed. In consequence, there is no habitat for VELB; and
4. The Fisher is an uncommon permanent resident of the Sierra Nevada. Although there are conifers in the project area, canopy cover is low, and tree density is sparse. The project area and

surrounding vicinity are not considered suitable habitat for the Fisher.

5. No critical habitat has been designated within or near the project footprint.

For these reasons, Reclamation has determined the proposed project, removal of Old Camp Nine Bridge, will have no effect on any federally listed, proposed, or candidate, threatened, or endangered species or on designated critical habitat, thus consultation pursuant to the ESA is not required.

Several avoidance measures and best management practices will be implemented.

1. All demolition and debris removal activities will be completed prior to the start of the Bald Eagle nest building period (December/January)
2. Debris barriers will be placed on the lake to catch all floating debris and prevent such material from floating into a known nesting area approximately 1 mile downstream.
3. Use of non-hazardous expansive compound and hydraulic splitting techniques will be utilized for removal of concrete pillars minimizing noise and disruption in the project area.
4. Incorporating controlled demolition techniques and the use of a High Efficiency Particulate Airfilter vacuum to collect lead based paint chips will minimize the release of lead contaminated debris.
5. Fire suppression equipment will be on site, a no smoking policy and equipment equipped with shut-down devices will be utilized to prevent wildfire hazards.

If you have any questions, please contact Elizabeth Vasquez at 916-989-7192.

cc: MP-153 (Barnes)
CC-107, CC-400, CC-460, CC-461, CC-419

WBR:EVasquez:mchavez:03/20/2008:916-989-7192
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